

UNITED STATES OF AMERICA
NATIONAL TRANSPORTATION SAFETY BOARD
OFFICE OF MARINE SAFETY

In the Matter of: x
: MAJOR MARINE ACCIDENT :
: COLLISION JAPANESE FISHERIES : NTSB Project ID
: TRAINING VESSEL EHIME MARU AND : No. 51701
: U.S. NAVY NUCLEAR ATTACK : DCA01MM022
: SUBMARINE USS GREENVILLE :
: :
: :
: :

Recorded Telephone Interview KEN WYATT¹.
(TAPE 7, SIDES A AND B)

Tuesday,
February 20, 2001

BEFORE:

DONALD J. TYRRELL, Chief
Major Investigation Division
NTSB

Of

¹ Pursuant to a classification review conducted by the US Navy, certain classified information as to the operating capabilities of the U.S.S. Greenville has been expressed as a range or as an otherwise non-specific number. Expression of this data in this manner does not interfere with the utility of the information found in the transcripts and will not interfere with the review and deliberations of the Board.

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1 of the officers and crew.

2 There was a large video screen in the mess
3 area. And I'm trying to remember if it was then or
4 when we came back down that they showed us some
5 video footage of other visits and things associated
6 with the submarine.

7 Some people were invited to go up on the
8 conning tower, and some of us were invited to go on
9 deck as we made our way out of the bay.

10 My wife and I, were, we elected to go up on
11 the surface of the sub, and we stood out there with
12 a number of our guests that, as we made our way out
13 of the harbor, that was probably, gosh, I'd say ten,
14 fifteen minutes, maybe twenty minutes.

15 And then we came back down to the mess
16 area. And, again, as I recall, there were
17 additional introductions. Some of them were made by
18 the Captain -- Waddle early on.

19 And then one of the officers, visiting
20 officers, on board, I believe 'Bob Brandhuber' was
21 his name, also made some introductions to some of
22 the crew.

23 And they just kind of talked us through as
24 to the kind of things that we might expect, what we
25 would be allowed to do, what we would not be allowed

1 to do, that sort of thing.

2 I remember asking whether or not we could
3 take pictures. He said, "Generally, yes, except for
4 the control room, pointing at any dials that showed
5 depth or speed.

6 And so we noted that.

7 There was a little, I guess they brought
8 out some styrofoam cups and asked if we wanted to
9 write a message on it, that they would put it up
10 where, when they did go down to depth, that it would
11 be subject to those pressures, and essentially
12 squeeze the styrofoam cups down. They would give it
13 back to us after the cruise as kind of a souvenir.

14 So I remember that we did that. Then, it
15 seemed like there were -- and, oh, by the way,
16 before we went on top of the sub, those of us who
17 went on top there, were asked to don life jackets.
18 Life jackets. So we did that.

19 At that point, it seemed like we were in
20 smaller groups of maybe four people at a time,
21 something like that, over the next several hours,
22 escorted by various crewman to different parts of
23 the ship to show us different parts of the ship,
24 including the areas where people lived, the toilets,
25 the bunks.

1 We went to the torpedo room and the area
2 behind the torpedo room. We went to the sonar room
3 and they were picking up some humpback whales that
4 they let us listen to in the sonar room for a little
5 bit.

6 We did that. And I think at that point, we
7 went to -- I was in the first group to go to lunch,
8 which was up in the wardroom with Commander Waddle
9 and a couple of his staff. I think there was six --
10 six of us in there with the Commander.

11 And we had a nice lunch. And he was very
12 engaging about, obviously very proud of his men,
13 crew, and spoke about some of the kids who had
14 perhaps had tough times earlier in their life, that
15 he felt that the Navy was able to turn around by
16 giving them the discipline and experience, exposure
17 and education, that sort of thing.

18 And all of that was very engaging.

19 After lunch, we had another gentleman and,
20 again, I don't remember the names of the different
21 crew members. I want to say one of the times that
22 we were being taken around, it was by the fellow who
23 had been introduced by Bob Brandhuber as being his
24 son-in-law.

25 So I don't remember what his name was but,

1 in any case, I think that was one of the fellows who
2 took us around.

3 And we went back through I guess a couple
4 of other areas that we hadn't seen before. We went
5 back to the torpedo room. And at that point, when
6 we were up there having lunch, we went down to test
7 depth, so we were pretty -- pretty deep at that
8 point.

9 We were in the torpedo room, like I said,
10 after lunch. And they invited Todd Thoman, who was
11 with my wife and I at that time, he and his wife --
12 I can't remember who else -- if he wanted to look
13 inside one of these torpedo tubes.

14 They put him in overalls and let him kind
15 of climb through there and write his name on it, or
16 something like that. I guess Todd took him up on
17 that, just felt like climbing around.

18 And then a little bit right after that,
19 they said that we were down deep enough they were
20 allowed, had been given permission to fire some
21 water slugs out of the torpedo.

22 And so they closed all the things up and
23 they showed us where we could pull a lever and cause
24 a water slug to get fired. And I did that. And I
25 think several other folks did that as well.

1 At one point in this tour after lunch, I
2 was in the control room. I think that was right
3 after we came through the sonar, and went to the
4 control room. And were invited to sit at the right
5 helm with two or three guys standing on either side
6 of us and behind us just to get a feel for the
7 steering wheel.

8 And they gave us -- it was clear what the
9 instructions were, to keep it at zero-zero and not
10 the differential. And I did that for a couple of
11 minutes. I did it as well.

12 Q This was before you went to the torpedo
13 room?

14 A I want to say that this -- we went to the
15 torpedo room twice. And I want to say that this was
16 after we went through the torpedo room the second
17 time.

18 Q Okay, so it's after you came --

19 A Yeah, and we came through the sonar room
20 and we came in the control room. And others had
21 already been through there before, I think, and we
22 really hadn't been.

23 And so we, you know, sat and were shown
24 some of the gauges and what, you know, what's in
25 this room. We did that.

1 And then, I'm trying to remember exactly
2 what happened after that, uh, we may have gone back
3 to the mess area. It seems like we were there a
4 couple of times. And, you know, they -- you know,
5 just to go in and have ha place to sit, and that
6 sort of thing.

7 The crews throughout this, by the way,
8 seemed to be very focused on their jobs. You know,
9 there were obviously people escorting us but, you
10 know, I've got to say that, you know, it's a tight
11 and cramped environment. And they weren't at all
12 shy to tell us, you know, "Excuse me, sir. Excuse
13 me, ma'am," as they made their way to whatever job
14 they were conducting.

15 So they were very serious about it and
16 seemed very kind of by the book. And we weren't --
17 they weren't going to let us stand in their way of,
18 you know, getting to where they need to get to go do
19 the next, whatever it was.

20 So, you know, it was like there was a,
21 yeah, a group of civilians on board that were being
22 led around doing things and looking at things
23 perhaps, but there was a kind of a parallel, a group
24 of crewmen, the vast majority of them, who were
25 going about methodically and, as far as I can tell,

1 doing all the things that they had to do to be able
2 to maintain the submarine.

3 There was clearly from the -- all the crew
4 members that we talked to a sense of very strong
5 camaraderie, a sense of the danger that they have by
6 being in that environment on a submarine and looking
7 over each other's shoulders and watching each
8 other's back to make sure that everything was done
9 exactly right, because it was just too dangerous an
10 environment to not do that.

11 That was very clear, in talking to several
12 of the crewmembers, that they took this very, very
13 seriously because they knew that their lives were at
14 stake, and members of the crew.

15 At some point, we were, uh, invited to go
16 back up to the control room area and that they were
17 going to begin a demonstration.

18 Commander Waddle had suggested, I want to
19 say twice, but at least once, that perhaps a better
20 place for some of the people to be would be in the
21 mess area because there would be a lot of leaning as
22 they went up and down these what they call large
23 angles.

24 And that if you were looking, there was an
25 interesting picture or two, perhaps that was the

1 better place.

2 I don't think anybody ended up doing that.

3 I think various groups, you know, who had been at
4 different parts of the ship ended up -- I'm not sure
5 by circumstance or by direction -- up in the control
6 area. And it was a little crowded but, you know, it
7 was certainly was a plane that the people could move
8 around.

9 And that's where I think everyone was
10 during the demonstration, after the accident. As
11 far as I know, again.

12 I had been -- oh, I guess earlier in the
13 control room, I remember being invited to look
14 through the periscope. And my wife and I both did
15 that. And everybody else did that, took a turn at
16 the periscope. That was earlier.

17 Q But, after lunch though, right?

18 A Yeah, I think it was after lunch.

19 Q Okay.

20 A I don't think I was in the control room
21 except maybe just very, very briefly until after
22 lunch. I think there were other people there and we
23 were looking over the...

24 So, when we all came up there, or happened
25 to be up there for the demonstration, I found a seat

1 -- and by then I was ready to sit -- on the left
2 side of, behind the -- well, there's a Seaman Harris
3 who was right in front of me. Deanda Thoman was
4 sitting on this little stool like thing right next
5 because we were sitting about as close as you can
6 get, you know, to where the crew and where all the
7 controls are because -- so that's where, you know, I
8 sat for the remainder.

9 And I think I basically sat most of that
10 time. I may have stood during one of the large
11 angles. I just... there were people standing behind
12 me that were part of the guests.

13 They did the large angle things. I guess
14 we were down I want to say 600 feet or thereabouts.

15 They were conducting these large angles, hard
16 rights and lefts. Going up, you know, several
17 hundred feet, down several hundred feet, and going
18 in excess of 20 knots ²at that time.

19 The Captain, or Commander Waddle was trying
20 to explain from time to time -- by the way, he had
21 given indications that if we were to stay up there
22 in the control room, that everyone was to be quiet
23 and to be still.

24 And I've got to tell you, during this whole

² See footnote 1.

1 thing, it was very much like a church. It was very,
2 very quiet. No one was moving. No one was talking.

3 Occasionally, you may have a crew member, Harris in
4 my case, who may have leaned over and kind of
5 whispered to, you know, draw our attention to one
6 thing or another that the crew was doing and
7 explained what they were doing and why.

8 But, outside of that, it was very, very
9 quiet and very, very still. That was at the express
10 request of the Commander.

11 He did, I remember, make an explanation
12 that when you made a left turn, that it was harder
13 to avoid -- I want to say you go up or down 30 feet
14 or thereabouts, they were trying to keep it within
15 plus or minus 10 feet, these big turns they were
16 making.

17 And he was pointing out that due to the
18 rotation of the propeller that a left turn was
19 harder to control that depth and you would go up as
20 much as 30 feet instead of 10 feet or down plus or
21 minus 30, plus or minus 10, because of the extra,
22 the clockwise rotation, the propeller, you know.

23 I don't know why that stuck in my head.
24 That was interesting.

25 The -- we went through the hard right and

1 hard left turns and going down several hundred feet,
2 I think, up several hundred feet. And I don't
3 recall how long that took but probably not more than
4 ten minutes total.

5 And then they took the boat up to the
6 surface. And I don't recall saying they were going
7 to do that or anything but we were up on the surface
8 and they pulled the periscope up and the Officer of
9 the Day Cohen, who was standing to the left of
10 Commander Waddle, and really right in front of me,
11 and a couple of times, he moved away from that
12 position during some of these maneuvers.

13 I remember twice hearing Commander Waddle
14 for him to, you know, go back and kind of step back
15 over, looking over the guys and all. And then it
16 looked like he was trying to train the younger
17 officer, you know, as to exactly how to make sure
18 that he was physically close to the folks he was
19 commanding.

20 And so a couple of times, it seemed to me
21 that he must have wandered over to the right. And,
22 twice, I remember Waddle getting him to come back.
23 And the next thing I know, he's standing right in
24 front of me.

25 The -- there's been a number of statements

1 made about, you know, how many times the different
2 people have, you know, periscoped, how many
3 rotations.

4 I don't have a perfect memory of that. I
5 wish I did. But I do remember that Cohen went a
6 couple of rotations through the periscope and
7 probably for everybody, I mean, all the flat panels,
8 all this was going on, and none of us saw anything
9 on the waves.

10 And Captain Waddle, it didn't sound to me
11 like he didn't believe Cohen but it may be just one
12 of these redundant checks that you just do. And at
13 some point, pretty close on the heels of Cohen's
14 going around the periscope, I know that Waddle took
15 a look through the periscope.

16 Whether it was once or twice or three
17 times, I don't remember. But I know that he did go
18 and make at least one rotation, probably, more in
19 the periscope as well.

20 There was after that, shortly after that,
21 there was an order to submerge. And during these
22 large angle maneuvers and everything, I was sitting
23 right there. And I feel real sure that only seamen
24 were in all of those positions -- the right helm,
25 the left helm -- all of those were seamen because I

1 was looking at, you know, how well they were doing
2 in these maneuvers.

3 I don't think there were any civilians at
4 that point doing these large angle maneuvers.

5 When we submerged for that last time, we
6 went down to around 400 feet, it seems to me. I was
7 looking at the gauge. Four hundred and something
8 feet.

9 The Captain invited someone, anyone who
10 wanted to throw the baluster, essentially blow the
11 baluster, whatever. And John Hall volunteered to do
12 that.

13 He then walked over. I didn't know where
14 John was. He must have been on the right side. I
15 really didn't see him. He walked in front of me
16 over to where Harris was. And I think it may have
17 been Harris who actually showed him, you know, what
18 to do with his hands, and all that.

19 At that time, I think it was -- I don't
20 remember exactly the order but the blowing the horn
21 three times?

22 Q Uh-huh.

23 A They asked if someone wanted, would do
24 that. And I think my wife may have said "Leigh
25 Anne," who was John Hall's wife, but it was Deanda

1 Thoman, who was sitting right in front of me, who
2 stood up and Harris I think was also the one who
3 showed her and then actually I think he put her
4 hands on the button and showed her exactly how to
5 push the button down to blow the horn three times.

6 And, again, I can't recall. I assume that
7 was before the blow. You know, the notice to the
8 crew that they were getting ready to make an
9 emergency ascent.

10 And then so she did that and she sat back
11 down, and Hall threw the two levers to rise.

12 Even though I was sitting forward there, I
13 cannot tell you whether or not there had been --
14 from the time we did the large angles to the time
15 that we did the submerge to make the emergency
16 ascent whether anybody changed places at the helm
17 positions.

18 I didn't see it. It could have happened
19 and I just didn't notice it. You might say I feel
20 pretty sure that during the maneuvers that, you
21 know, I have a pretty vivid recollection of the
22 young seamen who were in those control positions.

23 And I was watching how they fared on trying
24 to keep -- when they were doing these large turns,
25 to try to keep their depth as steady as they could,

1 to keep it within plus or minus 10 feet.

2 So I'm virtually certain of that. But,
3 after that, I don't -- I just can't tell you.

4 As we, obviously, I don't know how long it
5 took to get down from the surface when we did the
6 periscope change, but -- or what the periscope
7 looked, but it didn't seem like it was more than,
8 you know, a couple of minutes to get down to 400
9 feet or so.

10 And then, coming up, it seemed like it was
11 even less, like I think 40 seconds or something like
12 that.

13 You don't have a sense of speed on a
14 submarine. But I was watching the depth gauges and
15 400 to 300 to 200.

16 And then there was a sound. And it was not
17 a hugely loud sound, but it was certainly a
18 noticeable sound. I'm not sure it was a clanging
19 sound, but it was a very noticeable sound.

20 It was loud enough to where you noticed it
21 but it wasn't so loud that you were just, you know,
22 shocked at it. And, in fact, the Captain had made a
23 remark before we began the various demonstrations
24 that:

25 "Even though the crew is always asked to

1 batten down everything, that sometimes someone will
2 forget a pot and you'll hear a clanging."

3 And I'll be honest with you. I didn't know
4 for sure that, you know, it could have been
5 something inside the ship that hadn't been battened
6 down. I didn't know whether or not, since we knew
7 we were coming out of the water, whether it was just
8 a sound a sub makes when it goes up and then, you
9 know, hits the water.

10 But it wasn't a huge sound. It wasn't a
11 huge deal.

12 And then there was a shudder, as I think
13 has been described exactly what it was. You felt it
14 through the ship. But it was, again, not an
15 overwhelming shudder. It was relatively minor, but
16 noticeable.

17 Again, if it was -- if it had just been me
18 sitting there, knowing what I know and knowing what
19 I don't know. I think I could have easily been
20 persuaded that it was normal.

21 But, I watched the Captain and he, when
22 that shudder -- when he felt the shudder, his eyes
23 got big and he said, you know:

24 "What the hell was that?"

25 And Harris, in front of me, jumped up and

1 said, "I don't know, sir," but he jumped up and was
2 looking at gauges. I think he pulled a white folder
3 out at that time.

4 And the Captain started scurrying around a
5 little bit and right in front of the periscope, he,
6 you know, was looking at this and grabbing that.

7 And then he very quickly said:

8 "Someone escort our guests into the mess
9 area."

10 He looked at the periscope. He said:

11 "We've hit something? Hit a boat, a
12 vessel. Will you please escort our guests down to
13 the mess area."

14 Went down to the mess area, sat down. And
15 as soon as I was in the mess area, I was looking at
16 a big picture of the Japanese fishing vessel. It
17 was -- the seas were obviously a little bit high.
18 But, it was obvious to me that even in the short
19 amount of time, from the time that I heard the
20 shudder to the time we got down to the mess, which
21 had to be a minute or two, that it was already
22 taking on a great deal of water. And it was below
23 where, you know, where you would have thought that
24 the boat would be sitting.

25 We weren't there very long when it was

1 obvious they were going to need that area for rescue
2 operations. So they were -- they had guys within
3 just a few minutes outfitted and tethered and ready
4 to go over the side to help find anybody who would
5 need them.

6 At that time, they asked for us to move
7 from the mess area to the torpedo room. I looked
8 again at the Japanese vessel and white smoke was --
9 I believe it was white smoke as opposed to spray or
10 anything else. It looked to me like white smoke was
11 coming off of the -- kind of the middle front of the
12 vessel.

13 And it was clearly sinking rapidly. The
14 water was almost up to the decks at that point. And
15 that was just, like I said, a minute or so.

16 Q Very brief.

17 A We went down to the torpedo room and Bob
18 Brandhuber was probably -- the Captain I think did
19 come down at some point and say that we were okay,
20 that the ship was okay.

21 And I guess maybe I was one of the only
22 people who, when I did realize that we'd hit
23 something, I did flash in the back of my mind: Are
24 we okay?

25 Because being on the ship for six or seven

1 hours or so, you were pretty aware of how
2 vulnerable, even though this is a big piece of
3 machinery, very vulnerable in some regions, not
4 meant to be in seaworthy except under its own
5 specific conditions.

6 And if anything were to breach that hull or
7 whatever, you're not in a great position to get out,
8 number one, and to survive the seas, number two.

9 Life boats are everywhere and all that sort
10 of thing. So I think he was putting us at ease that
11 we were okay, although, like I said, if you'd had a
12 big collision...

13 (BEGIN TAPE 7, SIDE B:)

14 MR. WYATT: ...being so much heavier into
15 that fishing vessel.

16 We were down there and they mentioned the
17 name of the ship. I don't remember if it was
18 Waddle, Brandhuber or someone, that they didn't know
19 the origin. They thought it might be Chinese.

20 They asked if anyone spoke Chinese in our
21 group, that they had tried to make some kind of
22 communication with the folks in the life boats and
23 that there was a language barrier.

24 No one in our group did speak any Chinese--
25 Japanese, I guess later on, they came back and asked

1 that same question whether anyone spoke Japanese.

2 We were all down there. We were all pretty
3 much in shock. And Brandhuber pretty soon
4 thereafter came back and said that they had gotten
5 some information, and they thought everyone had
6 gotten into life boats. And we were all very
7 grateful and relieved to hear that it sounded like
8 maybe everyone got into the life boats.

9 Then, a little while later, he came back
10 and said:

11 "Well, the manifest showed 35 people and
12 there were..." I think he said 25 or 26 accounted
13 for.

14 And then we, you know, discussed briefly
15 with him whether or not changes in the manifest can
16 be wrong. You know, specifically on the... I was
17 hoping that that was just, you know, people who
18 might have been on board but maybe in the last
19 minute elected not to go, that sort of thing.

20 During all this time, they were looking for
21 some -- I don't know what you call these long poles
22 -- gaffing poles or something? That were battened
23 down there at the torpedo room.

24 And some of the folks helped undo those and
25 pass them through these rather cramped areas without

1 hitting anybody to the crew members so that they
2 could take them back upstairs and, as far as we
3 knew, conduct the search and rescue operations.

4 We were down there for a fair amount of
5 time. I don't know exactly how long, maybe an hour
6 or so. And you continued to get bits and pieces of
7 information maybe through Brandhuber, and then
8 Harris came down.

9 And he gave additional information. Some
10 of it was pretty complete, as it turns out. But,
11 they were trying to keep us informed.

12 At some point, we were told that the
13 decision had been made that we would not come in and
14 they would continue to stay on their -- they could
15 offer assistance, even though the sub was not the
16 best vessel for that.

17 By the way, earlier on, we did hear that
18 the Coast Guard had been called in and then they
19 were quickly on their way, and the sub was staying
20 at the vicinity of the life boats so that they could
21 make sure that those folks were okay.

22 And that if they did see anybody else in
23 the water, that they -- it seemed to me they were
24 prepared even in rough seas to send people overboard
25 to get them.

1 The impression I got was that they didn't
2 want to open that 36-inch hatch into the sea unless
3 they had to, but they were more than prepared to do
4 this if they would find someone who was in need.
5 Otherwise, keep the ship in tact to protect the crew
6 and civilians.

7 I don't know if you want to know more about
8 what happened afterwards. It's pretty boring, I
9 guess, the rest of it. Boring in an awful tragic
10 way.

11 As I say, we were all pretty much shocked.
12 They went out of their way to make sure that we had
13 accommodations and that the crew could then sleep
14 elsewhere. They had dinner for us.

15 We spent I think most of us collected in
16 the ward room for most of the night talking, trying
17 to otherwise distract themselves, play cards, watch
18 a movie. No one was really able to successfully
19 distract themselves. We tried.

20 Q That's quite a harrowing experience, I'm
21 sure. At any time after the accident, did you or
22 did anyone within your hearing ask Captain Waddle
23 how the accident could have happened?

24 A No. Not in my hearing.

25 Q When you were on the --

1 A I asked Brandhuber -- I think we asked
2 Brandhuber that.

3 Q Did he --

4 A And, you know, I'm assuming that he was as
5 surprised, shocked as the rest of us because it was
6 like, "No, I don't understand how it could happen."

7 "We looked, we saw, we had sonar." We
8 asked these questions.

9 Q And that's what -- is that Commander or
10 Captain Brandhuber?

11 A He's I think Chief of Staff of something,
12 a portion of the Pacific.

13 Q And he was the one who gave you that
14 response?

15 A Yes.

16 Q Okay.

17 A You know, he may not have even given me
18 that much detail. But, I remember that we did ask
19 him, you know, and he was at a loss for how it could
20 happen.

21 I know I asked Harris that. I know that we
22 asked the 'Techmore' that. He was with us that
23 night as we were all trying to, you know.

24 Q What kind of answers were you getting?

25 A Absolutely shock and surprise on their

1 part. Like, "No, we don't understand how this could
2 have happened."

3 Q I guess it's too much to ask (laughing)
4 that someone would have the, you know --

5 A -- the magic answer?

6 Q Exactly. Exactly.

7 A You know, I don't know what you're
8 supposed to do a submarine, obviously. But,
9 everything -- I'll say this in their defense, and
10 I'm not saying that they couldn't have done
11 something, or skipped a procedure that they
12 shouldn't have, or what have you.

13 But, everything from the time we got on to
14 the time we were doing the more dangerous maneuvers,
15 these guys were very, very serious young men. And
16 their Commander was very serious. There was no
17 brevity. I mean they were very -- you know, they
18 were friendly to us and they certainly were trying
19 to be accommodating to us, but not at the risk of
20 not doing their jobs and doing their jobs very, very
21 well.

22 They had a lot of pride in what living and
23 working in a submarine meant. And they had a very
24 strong appreciation for the dangers inherent in it.

25 You know, I don't know what they could have

1 missed. But I know that they all seemed to take
2 their jobs very, very seriously. And there wasn't
3 any kind of an undisciplined atmosphere at any time,
4 even with the civilians on board, even with the
5 crowded control...

6 Q Okay. When you were at the helm, was that
7 the only time that you had any contact with any of
8 the submarine controls?

9 A Yes. Well, I pulled one of the water
10 slugs, the torpedo.

11 Q Oh, okay. At the time that you were at the
12 helm, you were not given any orders to change
13 course.

14 Is that correct?

15 A We were going due north, I think, and then
16 -- which was zero-zero. I think at one point we
17 were given instructions to change to 2-4-5. And we
18 did that. And then we came back to due north
19 shortly thereafter.

20 Q Can you describe for me how you did that as
21 far as what motions you went through? You were sure
22 whether or not where the Navy people were around
23 you?

24 A Yeah. There were Navy personnel directly
25 on my left shoulder, in shoulder to shoulder. There

1 was another Navy seaman right to the right of me,
2 again, kind of shoulder to shoulder.

3 I think he was the fellow who had vacated
4 the seat.

5 And I believe there may have been someone
6 even standing behind. But, I was mainly talking to
7 the guy to the left.

8 You know, they were just kind of glued on
9 the direction there, on the gauge, with me. And I
10 guess the reason that they let you sit there is it
11 gives you a sense of the fine gradations in those
12 controls, because, you know, you just move the
13 steering wheel just a little bit -- I'm talking
14 about maybe a half an inch or an inch one way or the
15 other, and it changes the course more than you
16 thought it would.

17 So you're talking about holding a steering
18 wheel and moving it half an inch to the right or a
19 half an inch to the left.

20 And then there was an up and down motion
21 that I guess is a fine-tuning of depth on that right
22 side of the helm.

23 They can fairly configure the controls
24 different ways is my understanding. And the way
25 they configured it for this sub was the steering

1 wheel and controls on the left were handling the
2 gross changes in depth, pushing it in or pulling it
3 out.

4 And the one on the right was controlling
5 the direction, right or left. And then it also
6 could go in or out but those were very fine changes
7 in depth.

8 Q I see. So, in order to execute the turn,
9 you moved the wheel about a half inch or an inch?

10 A In one direction or another.

11 Q Then moved it back?

12 A Right. Exactly.

13 Q And when you were moving the wheel, did any
14 of the Navy people have their hands on the wheel at
15 the same time or were they just standing in one
16 spot?

17 A No, but they were just, I mean, they were
18 literally right next to me with their hands within a
19 few inches, probably. I mean, they didn't look like
20 they had their hands ready to grab the wheel, that I
21 was going to do something wrong.

22 But, they were very, very focused on, you
23 know, letting a civilian experience this but making
24 sure that we didn't do anything that could
25 compromise the ship.

1 I mean I'll use an analogy. Even though
2 they may not have had their hands on the wheel, I
3 felt like I had about as much control as my four-
4 year old when, you know, she asks if she can drive
5 the car and I let her sit in my lap. You know, put
6 her hand on the steering wheel.

7 Q Right.

8 A That's the level of control that I had,
9 like a four-year old sitting in someone's lap.

10 Q Was this the only time though that you were
11 at any of the controls?

12 A Again, the only other thing that I touched
13 was the to fire/water slot, the torpedo room.

14 Q And this periscope?

15 A And the periscope, yes.

16 Q When you were in the periscope, did you do
17 a complete 360 degree sweep?

18 A You know, I don't think I did. I think I
19 did about 180 because I was having a hard time with
20 figuring out which button to push. You know, it
21 seemed like I was always pushing the wrong button.
22 So, yeah.

23 So, no, I think I maybe did 180 or 270 or
24 something like that. I don't recall.

25 Q Did you see anything in the -- just out of

1 curiosity?

2 A Yeah. Yeah, I saw water.

3 Q You didn't see any other vessels?

4 A No.

5 Q Okay. Well, is there anything else that we
6 haven't discussed that you think that we -- that you
7 want to tell me about?

8 A You know, I can't. This was, it seemed to
9 me, a very professional sort of operations. And if
10 we had just not had that last fifteen minutes where,
11 you know, fifteen minutes later, we were on our way
12 back to Honolulu when this happened. It was going
13 to be the end of the tour.

14 And up until that time, it had been a
15 fascinating, very, very positive experience with,
16 you know, guys that you were proud of that were in
17 the military, young people you were proud of, people
18 who took their jobs very seriously, took the defense
19 of this country very seriously and you have a lot of
20 admiration for them. And felt good that they were
21 the ones who were defending our shores.

22 I don't know that I have a different
23 opinion now but I will say that everything up to
24 that moment was overwhelmingly positive. And they
25 conducted themselves in a very professional way, as

1 I expected.

2 I was very impressed with the Commander and
3 the amount of personal loyalty that folks in his
4 crew had to him, and he did them. There obviously
5 was a great deal of camaraderie on that ship.

6 And the more I talked to folks, it seemed
7 like that camaraderie was not something that was
8 nice to have but given the dangerous environment
9 that they worked in day in and day out, it was
10 absolutely a requisite for safety.

11 Q Did any of the guests, if you recall, have
12 a video camera with them?

13 A You know, I don't recall any video camera.
14 There could have been. You know, these things are
15 smaller and smaller nowadays, so they don't even
16 look like video cameras.

17 There were a number of still cameras but I
18 don't recall any video camera.

19 Q You said that you took some still pictures?

20 A I did.

21 Q Would it be possible to get a copy?

22 A Sure. I haven't developed them yet
23 because, obviously, we were trying to avoid more
24 publicity, until --

25 Q Sure.

1 A But I've told everyone. And we've had,
2 like everyone else, a ton of press inquiries.

3 Q I'm sure.

4 A That until I had a chance to give my
5 statement to the NTSB and to any Navy investigation,
6 I didn't think it was appropriate to discuss what I
7 may have seen and felt.

8 Q Let me give you --

9 A But I will be glad to send a copy to you.

10 Q That will be fantastic.

11 A I'll probably wait until I get -- what I'm
12 going to probably do, Don, is I'll be coming home
13 Friday evening. And this weekend, if that's not too
14 late, what I'll do is go find a Walgreen's with the
15 youngest looking, fresh-faced kid I can find --

16 Q (Laughing).

17 A -- and say "Make a copy of these. Develop
18 these and I'm going to stand right here because I
19 need them right away," so that they don't make an
20 extra copy and send them over to the Denver Post,
21 (laughing).

22 MR. TYRRELL: Right. I appreciate that.
23 Let me give you our mailing address.

24 MR. WYATT: Okay.

25 MR. TYRRELL: It's National Transportation

1 Safety Board, Office of Marine Safety, 490 L'Enfant
2 Plaza.

3 MR. WYATT: How do you spell that?

4 MR. TYRRELL: L apostrophe capital E-n-f-a-
5 n-t.

6 MR. WYATT: Oh, L'Enfant. Okay.

7 MR. TYRRELL: L'Enfant Plaza East,
8 Washington, D.C. Zip code is 20594.

9 MR. WYATT: And to your attention?

10 MR. TYRRELL: Yes, please.

11 MR. WYATT: And how do you spell your last
12 name? T-u-r-l?

13 MR. TYRRELL: T-y-r-r-e-l-l.

14 MR. WYATT: Tyrrell. Okay. Let me make
15 sure I have it:

16 Office of Marine Safety, 490 L'Enfant Plaza
17 East, Washington, D.C. 20594.

18 MR. TYRRELL: That's right. That's exactly
19 right.

20 There's one other thing that I have asked
21 all of the guests. And that is we received a report
22 that alcohol may have been served to the guests on
23 board the submarine.

24 And I was just wondering whether you could
25 tell me whether that's an accurate or inaccurate

1 statement.

2 MR. WYATT: That sounds totally inaccurate.

3 Absolutely inaccurate in my experience. And I
4 didn't hear anybody else say that they'd been
5 offered a beer or anything.

6 When we had lunch, the Captain -- there
7 were big pitchers of lemonade, water and iced tea.

8 When we had dinner back after the accident
9 in the ward room, I really would have appreciated a
10 beer. We had lemonade, iced tea and water.

11 (Laughter.)

12 So I think that's -- I think that's just
13 somebody's rumor. I didn't ever see any alcohol. I
14 know we didn't -- our group didn't bring any.

15 MR. TYRRELL: Okay. Great. I had to ask
16 the question. That's all.

17 MR. WYATT: No, that's fine. If there was,
18 we never saw it.

19 MR. TYRRELL: Well, Mr. Wyatt, thank you
20 very much for taking the time out of your day to
21 talk to me. And I'm going to turn my recorder off
22 now.

23 (TAPE CONCLUDED.)



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